THE NAVY YARD.

Some Account of its History-Ves-sels-of-War Which Have Been Constructed There-Vessels Now on the Stocks-Present Personnel of the Establishment, Etc.

The passage of the League Island bill by the Senate seals the fate of the old Navy Yard, which has been one of the institutions of our city for so many years, inasmuch as it contains a provision to the effect "that if League Island be selected, the Navy Yard at Philadelphia shall be dispensed with and disposed of by the United States as soon as the public con-

venience will admit." "Public convenience," it is true, is a very imdefinite term, and some years will probably clapse before the limitation is determined. But as soon as the new establishment is well under way, there will be no further convenience or necessity for the Government to keep up the eld one. In this connection the old Yard, its antecedents, and its present arrangements, possess more than ordinary interest to our

The Present Navy Yard

extends from Front street to the Delaware river, and from Prime street to within a short distance of Reed street. Its width, including the addition recently made on the south side, 18 700 feet. The greatest length is 1700 feet, the shortest being but 1300 feet. Within the enclosure there are about thirty buildings of all sizes. The two most prominent ones are the large yellow ship-houses, which present such an imposing appearance upon the river front. The larger of these is 320 feet in length by 100 feet in width, the smaller being 250 by 80 feet. Four of the buildings are commodious dwelling-houses, facing Front street, and occupied as residences by the Commandant and other prominent officials. The building occupied as the headquarters of the yard, and standing just within the walls, to the right of the main entrance, is likewise nest in appearance, as well as large enough to meetall requirements. The other buildings, consisting of the offices of the heads of departments, the machine and work shops, and the storehouses, were erected with a view to durability rather than architectural effect.

Vessels-of-War Built in the Past Thirty Years.

In addition to the great number of vessels-ofwar which have been repaired and fitted out at the Navy Yard during the past thirty years, no less than twenty-eight have been entirely constructed there. Among these were one ship-of-the-line, two side-wheel frigates, one screw frigate, eleven screw sloops, four gun-boats, and one iron-clad. In this enumeration the numerous vessels which have been conatructed by private contractors in this city, as was the case with the New Ironsides, are not included. In 1865 two screw sloops and one double-turreted monitor were placed upon the stocks, and are as yet unfinished. We give below the name and description of each of the above vessels, with the date of launching-together with the tonnage, according to the old standard, and the number of guns carried by such of them as are still upon the navy

THE RELIEF was launched on the 14th of September, 1836, and went to sea on the 8th of December following. She is a fourth-rate sailer, of 468 tons, carries 3 guns, and is at present undergoing repairs at the Brooklyn Navy Yard.

THE PENNSYLVANIA, which was launched on the 18th of July, 1837, was the largest ship-ofthe-line ever built in this country, and rejoiced in an armament of 120 guns. She was burned by the Rebels during the war, while laid up at the Norfolk Navy Yard.

THE DALE, a fourth-rate sailing sloop, of 566 tons, and carrying 3 guns, was launched on the 8th of October, 1839. She is now lying at Norfolk, condemned as unseaworthy.

THE MISSISSIPPI was launched on the 5th of May, 1841, and safled on the 15th of February following. She was a steam frigate, carrying about 44 guns, and under the old classification ranked as first-rate. She was destroyed by fire at Port Hudson, to save her from falling into Rebel bands. THE RABITAN, which was launched on the

13th of June, 1843, no longer appears upon the Navy Register.

THE PRINCETON, a third-rate screw sloop o 900 tons, carrying 22 guns, was launched on the 7th of September, 1843. She was designed by Ericsson, and was the first propeller ever constructed for warlike purposes. For a long time she was the receiving-ship on this station, but in October of last year the Government disposed of her. THE GERMANTOWN, a screw sloop which was

launched on the 21st of August, 1846, no longer ome on the Register.

THE SUSQUEHANNA, a first-rate side-wheel

frigate of 2450 tons, carrying 14 guns, was launched on the 6th of April, 1850. She is now on special service, The Arcric, launched on the 1st of May,

1855, no longer appears on the Register.

From 1855 to 1858, four lightships were built at the Navy Yard. One of these, Mar-TIN'S INDUSTRY, was launched October 11, 1855; another, the Shubbles, August 8, 1857; and two others of the second class on the 9th of January, and 23d of June, 1858, respectively.

THE WABASH, a first-rate screw frigate of 3274 tons and 42 guns, was launched on the 24th of October, 1855, and sailed on the 14th of September, 1856. She is now laid up at Boston

THE LANCASTER, a second-rate screw sloop of 2362 tons, and carrying 28 guns, was launched on the 20th of October, 1858. She is now on the way from the Pacific to Philadelphia to undergo repairs,

THE WYOMING, a third-rate screw sloop of 997 tons, and carrying 6 guns, was launched on the 19th of January, 1859. She is now attached to the Asiatic Squadron, under the command of Captain J. P. Bankhead.

THE PAWNEE, a second-rate serew sloop of 1289 tons, and carrying 12 guns, was launched on the 8th of October, 1859. She is now attached to the South Atlantic Squadron, under the command of Captain M. B. Woolsey. THE TUSCABORA, a third-rate serew sloop of

997 tons, and carrying 10 guns, was launched on the 24th of August, 1861. She is now attached to the South Pacific Squadron, under the command of Captain Fabius Stanley.

The Miami, a double-ender gunboat, launched November 16, 1861, was sunk during the war

by the Albemarle. THE JUNIATA, A second-rate screw sloop of 1240 tons, and carrying 6 guns, was launched on the 20th of March, 1862. She is now

attrached to the South Atlantic Squadron, under the command of Captain John J. Almy. THE MONONGAHELA, a second-rate screw sloop of 1378 tons, and carrying 7 guns, was launched on the 10th of July, 1862. She is now attached to the North Atlantic Squadron, under the command of Commodore Simon B.

The Shenandoan, a second-rate screw-sloop, of 1378 tons, and carrying 7 guns, was launched on the 8th of December, 1862. She is now attached to the Asiatic Squadron, under the command of Captain John R. Goldsbo-

THE TACONY, a third-rate side-wheel gunboat, of 974 tons, and carrying 8 guns, was launched on the 7th of May, 1863. She is now undergoing repairs at Norfolk.

THE KANSAS, a fourth-rate screw gunboat of 593 tons, and carrying 8 guns, was launched on the 29th of September, 1863. She is now attached to the South Atlantic Squadron, under the command of Commander Clark H

THE YANTIC, a fourth-rate screw gunboat, of 593 tons, and carrying 7 guns, was launched on the 19th of March, 1864. She is now under going repairs at Norfolk.

Tonawanda, a sister to the Monadnock and Miantonomah, and also to the Shackamaxon, which is now on the stocks, is a thirdrate iron-clad, of 1564 tens, and earries 4 guns. She was launched into the sections on the 31st of March, 1864, and finally into the Delaware on the 7th of May following. She is at present on the Naval Academy station.

THE SWATARA, a third-rate screw sloop of 831 tons, and carrying 10 guns, was launched on the 23d of May, 1865. She is attached to the European Squadron, under the command of Commander William N. Jeffers; but is at present supposed to be on her homeward journey, with John H. Surratt, the assassin, on

THE NESHAMONY, a first-rate screw sloop of 3213 tons, and carrying 15 guns, was the last vessel completed at the Yard. She was launched on the 5th of October, 1865, and is now at New York, receiving her machinery.

Vessels now Building.

Three vessels are now in the course of construction, having been placed upon the stocks in 1865. They are the following:-THE ANTIETAM, a first-rate screw sloop of

3177 tons, to carry 23 guns;
The Prsimataha, a second-rate screw sloop of 2348 tons, to carry 13 guns; and
The Shamokin, a second-class double-turreted ocean monitor of 3200 tons, to carry 4

In addition to these three, THE CHATTANOOGA is now fitting out at the Navy Yard. She is a first-rate screw sloop of

3223 tons, and will carry 15 guns. The "Personnel" of the Navy Yard. THE COMMANDANT AND STAFF.-The pre sent Commandant of the Navy Yard is

Commodore Thomas O. Selfridge, who ranks as the fourteenth on the retired list. His staff consists of the following officers :-Captain William H. Macomb, Executive

Commanders, Thomas C. Harris and H. A. Adams, Jr.

Surgeon, J. S. Messersmith. Assistant Surgeon, E. H. Ware. Paymaster, Henry Etting. Chaplain, E. C. Bittinger. Boatswain, Edward Kenney. Gunner, Charles Stuart. Carpenter, Jonas Dibble.

Sailmaker, Samuel Tatem. THE ORDNANCE DEPARTMENT is in charge of Commodore Henry K. Hoff, the first on the active list. In this department about fifty men are employed, their duties embracing the fitting of sights to guns and the construction of wooden gun carriages. This last was a very important branch before the war, but the present extensive use of iron gun carriages has done away with it to a great extent. In addition to Commodore Hoff, the following officers

are on duty in this department:-Commander, Alexander A. Semmes. Gunners, Willian Carter and James Hogg.

Master Gun-carriage Maker, John Knowles THE NAVAL CONSTRUCTOR'S DEPARTMENT embraces the shipcarpenters, the shipjoiners, the shipsmiths, the plumbers, the boatbuilders, and the sparmakers, and affords employment at present to about four hundred

The following officers are on duty:-Naval Constructor. S. M. Pook. Assistant Naval Constructor, J. W. Easby. THE DEPARTMENT OF STEAM ENGINEERING IS in charge of Chief Engineer Theodore Zeller, and employs about one hundred and fifty men, embracing the machinists, boiler-makers, blacksmiths, iron-founders, coppersmiths, and pattern-makers. The following officers are

also on duty:-First Assistant Engineer, John Roof. Third Assistant Engineers, William P.

McEwan and William Finn. THE DEPARTMENT OF CIVIL ENGINEERING is in charge of Architect Alfred Young, who has general supervision of all the buildings and dry-docks.

THE STOREKEEPER'S DEPARTMENT is in charge of Commander D. Lynch, Naval Storekeeper, who employs about thirty men, and has charge of the stores of all kinds.

THE INSPECTION DEPARTMENT is in charge of Captain J. M. Frailey, General Inspector, and Paymaster H. M. Hieskell, Inspector of Pro-

THE LABOR DEPARTMENT embraces about eighty men for general duty, under the con-trol of Boatswain J. C. Walton, as foreman. THE MARINE GUARD, containing about eighty men, is officered as follows:-

Major, T. Y. Field. Captain, James Lewis. First Lieutenant, H. C. Cochrane.

Second Lieutenants-E. K. Miller, P. R. Neill, and J. C. Morgan.

The League Island Iron-Clad Station, which is independent of the old Navy Yard, is officered as follows:-

Commodore, Thomas Turner, Commander, John Irwin. Lieutenant-Commander, E. S. McCauley. Acting Master, L. V. Cook.

Assistant Surgeon, William J. Simon. Passed Assistant Paymaster, George H.

Chief Engineer, Jackson McElmell. Second Assistant Engineers, E. W. Koehl A. Kirby, and R. B. Plotts. Third Assistant Engineer, F. M. Ashton.

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WASHINGTON

IMPORTANT DESPATCHES.

The Night Session of the Senate

A Republican Caucus and its Results.

Rumors of a Corrupt Compromise with the President.

An Investigating Committee Appointed.

Etc., Etc., Etc., Etc.,

[SPECIAL DESPATORES TO EVENING TELEGRAPH.] WASHINGTON, February 16.

The Midnight Session of the Senate. The Republican Senators had determined to remain in session last night until a vote could be had on the Military Government bill, but it was zealously opposed by the Democrats, and several Republicans were determined that the Blaine amendment should, if possible, be

added.

Mr. Henderson, at about 1 o'clock, moved an amendment to the Blaine amendment, which was agreed to as follows:—Strike out the words "All male citizens of the United States twenty-one years old and upwards, without regard to race or color, or previous condition of servitude, except such as may be disfranchised for participating in the late Rebellion or for felony at common law," and insert in lieu thereof the following:—"All male citizens of the United States, of whatever color, race, or condition, twenty, one years of age and upwards, who may have been residen's of the State for twelve months previous to the election, except such as may be disqualified by rebellion, felony at common law, or insanity."

Mr. Freilinghuysen moved an amendment, which was agreed to, providing that the Con-

Mr. Freilinghuysen moved an amendment, which was agreed to, providing that the Constitution of the States be framed by a Convention of delegates elected by the persons who may vote upon the abrogation or rejection of the Constitution as hereinafter provided.

Mr. Sumner, late in the night, moved to amend by providing that the pending Constitutional amendment shall be valid when ratified by three-fourths of the Legislatures of the States now represented in Congress. This, after much discussion, was voted down.

Mr. Henderson, about 3 o'clock, offered an amendment containing the leading features of the Louisiana bill, and as it was evident that

the Louisiana bill, and as it was evident that no action could be had, the Senate adjourned at twenty minutes past 3 o'clock.

How the Senators Reached Home. The horse-cars had stopped running at midnight, and the Senaters, after a thirteen hours' session in a heated and badly ventilated hall, had to walk to their homes, generally speaking, over a mile from the Capitol, in a rainterment of the capitol of the capitol. storm, at | o'clock.

The Republicans Return Bright and Early to the Caucus, Nearly all of the Republican Senators were back at the Capitol to attend the caucus called last night. Many of them look jaded and exhausted, while the officers of the Senate are snoozing in chairs, and the little pages are sleeping quietly in corners. These night sessions never have any good result, and are injurious to the health of all kept up by them.

The caucus of Republican Senators this morning debated for an hour and a half a proposition

The caucus of Republican Senators this morning debated for an hour and a half a proposition made by Mr. Wilson, that the Louisiana bill be substituted for the Military Government bill. It was finally decided to refer the two bills and the Blaine amendment to a Committee of Senators was substituted for the consolidate. rs who are to consolidate them into a new bill, while the Democrats are talking. This new bill is then to be offered as a substitute for that now before the Senate, and there is not to be any adjournment until it shall have been

Rumors of a Compromise with the Pre-sident.

There has been quite a flurry in the House to-day over a resolution introduced by Mr. Wentworth instructing the Judiciary Committee to inquire into the allegations that members of the House are holding private meetings with a view to corrupt by barganing, in violation of their ceths and are pledging themselves in their oaths, and are pledging themselves in advance to act adversely to an impeach-ment of the President, provided the President agrees to do certain things to which he has been heretofore opposed, and to refrain from doing certain things which he was in favor of doing, and instructing the Commit-tee to inquire whether any such meetings have been held for any such corrupt purposes; what members have attended such meetings; what persons besides members of Congress have been present; what persons have carried communi-cations from such meeting to the President and cations from such meeting to the President and from the President to the meeting; and what the nature of such communications, and report at an early day the result of that inquiry, and what means are necessary for the preservation of the honor and independence of the House. The resolution was adopted, and referred to a select committee of three.

The Prospects of the Tariff BIM. Mr. Hooper will report the Tariff bill on Monday in the House. It will contain higher rates of duties on almost every article than those of the Senate bill, and there are indica-tions that several Representatives will insist on making long speeches on it. This will render it impossible to pass the bill before Wednesday, and it consequently will be in the power of the President to pocket it. It was agreed this morning to fix the tariff on coal at lifty cents, being a reduction of one dollar from the Senate bill; also, to reduce sait from thirty cents to twenty-two and twenty-four to sixteen. two and twenty-four to sixteen

PROCEEDINGS OF CONGRESS

Senate.

Washington, February 16.—Evening Session ad-ourned this morning at 520, without any understand-ing as to when the vote on the Reconstruction bill should be taken. It met at the usual hour this moron motion of Mr. Poland (Vt.) the Senate insisted on his amendment to the Bankrupt bill, and agreed to Committee of Conference.

Petitions and memorials were presented and re-

ferred.

Mr. Howe (Wis.), from the Committee on Claims, reported adversely on several bills to relieve disbursing officers who had lost their vouchers for Government money supended by them. He said there was an act of Congress alrendy in torce which covered such cases, by providing for their aettlement in a Court of Claims.

Claims

Mr. Morrill (Me.), from the Committee on the Dis-frict of Columbia, reported adversely on a politicul for the enfranchisement of unnaturalized citizens in the

District.
Mr. Iane (Ind.) presented the credentials of Oliver P. Morton, his successor from the 4th of March, 1867. Ordered to be filed.
Mr. Sprague (R. I.) offered a joint resolution for the erection of a break water at Lock Haven, in the State of Rhode Island, which was referred to the Committee on Commerce. of Rhode Island, which was released to the control of Commerce.

Mr. Trumbuil called up the bill to provide for the allotment of the members of the Supreme Courtamong the circuits, and for the appointment of a Marshal for the Supreme Court. The bill was passed, and goes to the House,

Mr. Doelittle made a speech, vindicating his course to the Supreme Court.

House of Representatives.

Mr. Weuworth submitted, as a question of privitege, a long preamble and resolutions, setting forth
that it has been asserted that certain members of the
House had been holding private meetings with a
view to a corrupt bargain, pledging themselves to ac
adversely to the report of the Judicary Committee of
the impeachment, if unfavorable to the President
and also, to act adversely to certain other measure
pending before the Heuse, to which they had atthers
been favorable, provided the President did certain
things to which he had hitherto declared himsel
opposed, and instructing the Judiciary Committee to
inquire into the facts, and to report such action to th
House as may be necessary for the preservation of it
house and independence.

FROM BALTIMORE TO-DAY.

SPECIAL DESPATCH TO THE EVENING TELEGRAPH.] BALTIMORE, February 16.-The trial of H. Rives Pollard, former editor of the Richmond Examiner, commences here on the 19th inst., for assault with attempt to kill Frederick Hipkins. It will excite general interest. Messrs. Smith and Wills assist the State in the proseention, and Milton Whitney and John Ing for the prisoner. Rich developments are ex-

Governor Swann's appointments are still pending before the State Senate.

Marine Disaster.

NEW YORK, February 16,—Arrived ship Wellington, from Liverpool on 2d February; she spoke barque Queen Victoria from Swansea for Baltimore, and took five seamen on board from the ship Aquilla, of San Francisco, and brought them to this port. The Queen Victoria had fallen in with the Aquilla, disabled from loss of spars and boats, and leaking badly. The captain and crew wishing to abandon her, they were taken on board the Queen Victoria.

Ship News.

New York, February 16.—The steamship Corsica, from Havana, has arrived at Quarantine, She reports the steamship Palmyra, from Liverpool, ashore at the northern entrance of the Swash Channel, in the lower bay. The weather is thick and rainy.

Arrival of the Columbia. New York, February 16.—The steamship Columbia, from Glasgow, has arrived. Her ad-vices have been anticipated.

Latest Markets by Telegraph. Latest Markets by Telegraph.

New York, February 16.—The Stock Market is very dull and heavy. Chicago and Rock Island, 96%; Reading, 104%; Canton, 45%; Erie, 56; Cleveland and Toledo, 117; Cleveland and Pittsburg, 80; Fort Wayne and Chicago, 96%; Michigan Central, 108; Michigan Southern, 72; New York Central, 99%; Hillnois Central 1154%; Cumberland preferred, 38; Virginia 68, 54; Missourt 68, 92%; Hudson River, 128%; United States Five-twenties, 1862, 107%; do. do., 1803, 105%; Ten-forties, 101%; Seven-thirties, first series, 106; other series, 105%; Sterling Exchange, 108%; Sight bills, 109%; money at 6 per cent.; Gold closed at 136%.

closed at 136%.

New York, February 16.—Cotton quiet and steady; middling uplands, 33 cents. Flour dull, and declined 10@15 cents; sales of 38,000 bbls.; State, \$8.70@11.50; Onio, \$10.75@12.90; Western, \$8.70@12.10; Southern, \$10.40@16.25, Wheat dull; 2@3 cents lower. Rye is dull. Corn dull and unchanged; quotations are nominal. Oats 1@2 cents lower; sales of 18,000 bushels Western, 55@55 cents; State, 65@66 Provisions dull and unchanged. Whisky quiet and steady.

WHISKY CASE BEFORE UNITED STATES COM-MISSIONER SERGEANT,—The persons arrested last Tuesday morning, about 10 o'clock, 1u Morvine street, above Thompson, were heard before vine street, above Thompson, were heard before United States Commissioner Sergeant, commencing at noon to-day. The defendants, Geerge R. Kressler, John Bird, William B. Delany, and John Mundol, were charged with removing distilled spirits to other than a bonded warehouse. Warrants were also issued by United States Commissioner Sergeant, and T. A. McDevitt, the alleged partner of Kressler, and John Frederick, were also arrested on the same day.

and John Frederick, were also arrested on the same day.

Before the commencement of the hearing James R. Kressler, the son of one of the defendants, appeared and stated that Kressler was sick, and could not attend.

G. W. Mervine being sworn, said that he was Sergeant of Twelfth District Police; I made the arrest of Kressler, Bird, Delany, and Mundol, at the place in Mervine street, above Thompson, east side, on Tuesday morning, at I o'clock; my

east side, on Tuesday morning, at I o'clock; my attention was attracted to a large wagon that had passed the Station House once or twice after midnight, just before the arrest; it went into Hutchinson street, and turned down towards Girard avenue; it returned in a short time and want up Thompson towards Mervine. time, and went up Thompson towards Mervine street; I followed the wagon, and whilst doing so Mr. Fredericks spoke to me on Tenth, near Thompson street! I followed the wagon to Mer-Thompson street: I followed the wagon to Mer-vine stieet, and then saw them putting barrels from the wagon into a stable; about fifteen bar-rels were placed in the stable; some of the bar-rels had no Inspector's marks upon them. Mr. Kressler wished to smooth it over, and invited

the Sergeant in.

After the arrest McDevitt came up to the Station House and laid claim to the whisky. On the day of the seizure he claimed those barrels having stamps upon them, to the number of eight. Bird also, at the time of arrest tried to persuade Sergeant Mervine not to in-terfere with them. I also saw Fredericks about the place shortly after the arrest. Delany was also there with the others at the time of the arrest. It was about 4 o'clock in the afternoon, when Mr. McDevitt laid claim to the eight barrels. When the four were arrested Kressler was in the act of rolling in a barrel, and Bird was behind him.

barrels. When the four were arrested Kressler was in the act of rolling in a barrel, and Bird was behind him.

Walter Brodie being sworn, said that about ten minutes to 16 o'clock on Tuesday morning last, when Sergeant Mervine brought Kressler, Bird, Delany, and Mundol into the Station House, they were charged before Lieutenant Jacoby with hauling whisky in Mervine street, above Thompson, to Mr. Kressler's stable; whilst giving their names to the Lieutenant, Sergeant Mervine went to my room, and told me to get dressed and go around; I did so, and in company with Lieutenant Jacoby and Sergeant Mervine, went around, and found fifteen barrels of whisky, eight marked and seven not marked with the Inspector's marks; while overhauling them, Mr. Fredericks came in and spoke to Sergeant Mervine; the Lleutenant answered back; Fredericks then turned around and went away; I went back to the Station House, and Mr. Kressler called me, and asked me to see Mr. McDevitt; I went after the latter to the distillery, in Hutchinson street, below Thompson, and knocking at the door, was answered, and went in; found two men inside, the engineer and a laboring man; I said I wanted to see Mr. McDevitt; the engineer went into the house to find Mr. McDevitt; this was between I and 2 o'clock, and I did not see him until 3 o'clock, at the Station House, when he

between I and 2 o'clock, and I did not see him until 3 o'clock, at the Station House, when he wanted to go ball for Kressler. Sergeant Mervine being re-examined, said that he had met Fredericks a short time before his arrest inear Steppacher's place, in Tenth street.

Lieutenant Jacoby being sworn, testified to the same facts as the preceding witnesses.

Norman C. Ash and Nathan S. Kimble, being sworp, testified to the fact of McDevitt claiming the six barrels of whisky. Mr. Fredericks was acquitted of the charge. McDevitt, Delany, Mundal, and Bird were held in \$1000 pail each to answer.

Philada. Stock Exchange Sales, Feb. 16 Reported by De Haven & Bro., No. 40 S. Third street BETWEEN BOARDS.

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OWENS & CO. No. 428 WALNET Street, have received special information from the Department at Vestington that the bounties will be paid rapidly, in proof of which they have received over one hundred and fifty checks for their clients. Much depends in the payment of claims on the manuer in which they are made up, as well as upon the facilities in Washington, for prosecuting them to a final issue, Owens & Co., would apprize their patromathat they have both these requisites, and would call the public attention to these facts.

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Pension Certificates procured free of charge for widows and orphans.

\$100 EXTRA BOUNTY.—SOLDIERS AND theirs who are entitled to this Bounty, and who have not yet made application, should do so at once, as the Paymaster-General desires all claims to be filed and classified as soon as possible. I am daily receiving the checks for this Extra Bounty, and notify the successful applicants as soon as received, through the Post Office. Those desiring a specify settlement should call on or address

No. 241 DOCK street, one door below Third, OFFICE OPEN TUESDAY AND FRIDAY NIGHTS UNTIL 8 O'CLOCK,

E. States Army and Navy Agent, has removed to No. 29 HARMONY Street, where all who have claims for Bounty, Pay, Pensions, etc., should apply mmediately.

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REMOVAL. To accommodate our continually increasing business, we have taken the commodious room,

SECOND STURY, NEW LEDGER BUILDING. S. W. Corner SIXTH and CHESNUT Sts., (Entrance on Sixth street).

Into which we have removed, where we shall be pleased to see our many patrons and friends. J. M. BRADSTREET & SON. J. B. BROOKE, Superintendent Philadelphia Office. Philadelphia, February 2, 1867.: 22 Im

EMOVAL

E. H. THARP, ATTORNEY-AT-LAW, REMOVED TO No. 32 South THIRD Street.

COLLECTIONS made on all parts of the Unite DREER & SEARS REMOVED TO NO. 412
OR Goldsmith's Hall, Library street, have removed to No. 412 PRUNE Street, between Fourth and Fifth streets, where they will continue their Manufactory of Gold Chains, Bracelets, etc., in every variety. Also the sale of fine Gold, Silver, and Copper. Old Gold and Silver bought.

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THE GENUINE EAGLE VEIN, THE CELEwood coal. Egg and store, sont to all parts of the city at 86-50 per ton; superior LEHIGH at 86-55.

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